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THE WORLD'S FAIR GREAT AIRSHIP RACES

FLYING MACHINES FROM MANY
LANDS IN THE \$200,000 PRIZE
CONTESTS AT THE WORLD'S
FAIR.

St. Louis June 30.—A new era in rapid transit, with the beginning of an evolution in travel, is likely to have its inception in the great airship contests at the World's Fair, which begin the latter part of June. The liberal purses offered as awards aggregating \$200,000 bring entries from all parts of the world and there is sure to be something doing. Every ambitious inventor of a flying machine has entered the competition and many kinds of airships will be in evidence.

Many cash prizes are to be awarded. The largest is a prize of \$100,000 to the aeronaut whose average speed shall be greatest. In three trips, under the rules of the contest every craft may pass over the course in a continuous flight as many times as desired, and the time as recorded by the judges will be the average time in which it covers the full course. No trial will be considered unless the full course is covered, and the aeronaut must make three complete trips around the course at an average speed of at least twenty miles an hour. The trials will continue during the months of July, August and September.

Twelve acres included in a fence thirty feet high near the Administration building of the fair constitute a wind break and starting point for the races. The competitors include all the great airship inventors of the world, Santos-Dumont, Sir Hiram Maxim, Prof. Langley, Leo Stevens, Octave Chanute and others, already well known being among the number. Besides these distinguished aerial navigators there are scores of unknown inventors who have been awaiting this opportunity to bring their machines into prominence and compete for the big cash prizes offered by the Louisiana Purchase exposition company.

Airships of various kinds are preparing the races over the aerodrome course. One inventor from Memphis Mo., M. McGarr, has an egg-shaped bag forty-eight feet long by twenty-one feet wide, attached to which is a car twenty-one feet long, five feet wide and four feet deep. This machine is propelled by four immense wings patterned after the wings of a common house fly and is steered by a rudder shaped like the tail of a fish. The inventor claims that the wings of a fly have a pulling power with both the upward and downward stroke and that his machine therefore has twice the power of those with propellers fashioned after the wings of a bird.

W. M. Morris, a Monto Vista, Colorado, mining man, has constructed a machine which he thinks will solve the problem of aerial navigation. It is 150 feet long and thirty feet in diameter, made of aluminum without any gas bag attachment. Its inventor claims for it a speed of 100 miles an hour in a steady flight without lurching, tilting or tipping, and he feels confident of carrying off some of the honors in the great aerial races.

Another Colorado man, E. A. Kinder, of Denver, will enter the contest with an airship which he claims will cover eighty miles an hour. His machine consists of a balloon with canvas bags three feet wide extending entirely around it, for protection against a sudden descent. These bags are limp except in case of too sudden a descent, when they open out like a parachute. This is the only one of the several appliances which belong to the Kinder airship. This ship's framework is made of aluminum and light steel tubing. The motive power is a strong battery constructed in the lightest possible manner, the motor, battery and propeller together weighing only 300 pounds.

A balloonist of Streator, Illinois, named Hetherfield, will race with a horizontal balloon, built somewhat after the shape of a cigar and pointed at both ends. Around the balloon are ships of aluminum of sufficient strength for substantial framework. Propellers are placed at both ends of the machine, six in all being used, for use in raising and lowering and guiding it. A six-horse power gasoline motor will provide the power. The balloon will be filled with hydrogen gas and will be hermetically sealed. Large fans will provide a safety device to enable the ship to descend slowly in case of a collapse of the balloon.

Samuel T. Best, a Louisville, Ky., real estate man, has invented an airship for which he claims great results. He has been working on his plans for thirty-seven years before perfecting them. He claims to be able to make sixty miles an hour in his ship. He got the first idea for his invention from watching a child's whirling top at school. Best's balloon consists of two gas chambers thirty

feet long, six feet in diameter in the center, tapering toward the ends. There is an elevated plane, circular in form, made of aluminum twenty feet in diameter. This constituted the twelve wings of the machine. The carriage is twelve feet long, four feet wide at the rear, tapering to a point. Power is provided by a four-horse power gasoline motor. There are two screw-propellers, the one in front serving also to guide the ship. The elevated plane will act as a parachute to prevent too rapid descent in case of accident.

Dr. August Greth, of San Francisco, will enter the World's Fair contest with an airship which he has already thoroughly tested with considerable satisfaction and which he claims to have under perfect control. It is a large pear-shaped balloon, pointed in front, to which is attached an aluminum car. A large rudder placed some distance from the car serves to guide the machine and a motor similar to the lightest automobile motor furnishes the power.

An English inventor, named Beadle, has an airship which he thinks will prove a winner in the big contest. The frame of the ship is built of bicycle tubing, the three main tubes, extending the entire length, being brought to a point at each end. The frame is so arranged as to form a triangle within which is placed the motor and the aerodrome's basket. The total length of the framework is fifty feet. The weight of the motor and its frame complete is 417 pounds. The total weight of the airship's framework is 860 pounds. The motor used is a fifteen-horse power gasoline engine, in whose construction aluminum has been utilized as far as possible. The feature of this ship is the steering propeller, which is mounted at the front end of the framework.

When it is desired to direct the airship upward the propeller frame is placed in a vertical position thus placing the propeller in a horizontal position and causing it to employ its thrust in aiding the ship to rise. When the desired height has been attained the propeller is turned to a vertical position and it can then be used to steer to the right or the left according to the direction in which its thrust is aimed. Should it be necessary to use the propeller to bring the ship to the earth it can be placed in the horizontal position with its thrust directed upward. The diameter of the steering propeller is eight feet while that of the propeller proper at the rear of the airship is twelve feet. The airship is controlled by four levers within easy reach of the aeronaut. Two of these levers operate the clutches and the other two regulate the throttle and ignition of the motor. The balloon, which is cigar-shaped, is thirty-three feet in length and has a capacity of 25,000 cubic feet of gas. The perfection of the steering propeller makes it unnecessary to liberate any of the gas in order to descend.

A Phoenix, Arizona, recluse has invented an airship or flying machine with framework of willow twigs made into wings like those of a bird. The movement like the stroke of a bird's wing, he thinks will give his machine the necessary speed and buoyancy. He claims to have made several successful tests of his machine at night, attaining a high velocity and with entire safety. He will not divulge anything of his invention.

These are only a few of the unknown and obscure competitors for the rich World's Fair airship stakes, who are held eager to compete with such famous aeronauts as Santos-Dumont, Prof. Langley, Sir Hiram Maxim and others, in the greatest race through space that the world has ever seen, the most wonderful contests in history, the most remarkable spectacle of the thousands of attractions at the World's Fair.

MRS. O. D. STEWART

HER DEATH LAST NIGHT FROM
THE WHITE PLAQUE.

After a long struggle with consumption, the dreaded disease worse than war, Mrs. O. D. Stewart, residing at No. 916 North Second street, yielded up her life last night at 10:30 o'clock.

The body was turned over to Undertaker Borders to be embalmed, and accompanied by the grief-stricken husband and his motherless little daughter, and the mother of the deceased, Mrs. M. E. D. Dell, it will be shipped tomorrow morning to Clinton, Iowa, for burial.

The deceased was born in Cornell Grove, Kansas, 24 years ago, passing her school days at Emporia, Kansas, where she has many friends. A little over a year ago, on the advice of her attending physician back in Kansas, Mr. Stewart brought his wife to this city, and for sometime the invigorating, dry climate of the valley did her some good. The seed of tuberculosis had been two deeply sown, and for the past few weeks, realizing the end to be slowly approaching, she resigned herself to the inevitable. It was then that her mother came to her sick bedside from Iowa, but her care could not stop the ravages of the disease, and last night, just before the final summons, she asked her husband to

raise her head from the pillow. It was only a moment, but in that short space of time, as her head rested on her husband's arms, the spirit fled from her body.

Mr. Stewart is the manager of the Alvarado hotel barber shop, and he expects to return to the city in a short time. During his absence, John Rudolph will be in charge at the shop.

RESTRAINING ORDER GIVEN.

Judge W. H. Pope Issues a Writ of Prohibition in Case Involving Considerable Property Near Albuquerque.

Judge W. H. Pope, in chambers at Santa Fe, Tuesday afternoon granted a writ of prohibition to restrain Justice of the Peace Seferino Crockett of Bernalillo county, from proceeding further in a case of forcible entry and detainer by A. W. Cleland against Sofia Alexander, the writ being granted upon application of the latter. Alexander had brought suit in the district court involving the possession of a tract of land and eight houses near Albuquerque, before Cleland commenced his action before Justice of the Peace Crockett, involving the same matter. The writ of prohibition was granted so as to let the district court decide the controversy. Alexander is in actual possession of the property in dispute.

MOVING DEMOCRATS

THEY ARE GETTING TO THE BIG
ST. LOUIS CONVENTION BY EV-
ERY TRAIN.

Hon. H. B. Ferguson, the national committeeman from New Mexico, expects to leave tonight for St. Louis via Santa Fe Central and the Rock Island. He goes by this route in order to meet a number of western delegates and some from the Lone Star state whom he will join at Torrance. He informs The Citizen that he has received a number of applications for seats in the big convention, which would indicate that New Mexico democracy, besides the list of delegates and alternates, will be well represented at the convention.

A. B. McGaffey and P. P. McCanna expect to leave for St. Louis tomorrow evening, and Mr. and Mrs. G. A. Hudson will undoubtedly get away for St. Louis Saturday night. Hon. M. G. Samanogon, a well known democratic politician of Tucson, Arizona, stopped over here yesterday to visit his niece, Mrs. T. I. Butts. He is one of Arizona's delegates, and continued on to St. Louis this morning. Hon. Mark Smith, ex-delegate from Arizona, went on to St. Louis yesterday.

Personnel of Committee.

The democratic national committee, which will take up contests for the purpose of deciding who shall be recognized on the temporary roll call, is composed of the following members: Alabama—H. D. Clayton. Alaska—L. L. Williams. Arizona—J. B. Brewster. Arkansas—J. P. Clarke. California—M. F. Tarpey. Colorado—Adair Wilson. Connecticut—H. S. Cunniff. Delaware—R. R. Kennedy. Florida—George P. Raney. Georgia—Clark Howell. Hawaii—W. H. Cornwell. Idaho—E. M. Wolfe. Illinois—Thomas Gahan. Indiana—Thomas Taggart. Iowa—C. A. Walsh. Kansas—J. G. Johnson. Kentucky—Urey Woodson. Louisiana—N. E. Blanchard. Maine—George B. Hughes. Maryland—A. P. Gorman. Massachusetts—George Fred Williams.

Michigan—D. J. Campau. Minnesota—A. O'Brien. Mississippi—A. J. Russell. Missouri—William J. Stone. Montana—J. S. M. Neil. Nebraska—James C. Dahlman. Nevada—J. R. Ryan. New Hampshire—True L. Norris. New Jersey—W. R. Gorley. New Mexico—H. B. Ferguson. New York—Norman E. Mack. North Carolina—Joseph Daniels. North Dakota—J. B. Eaton. Ohio—John R. McLean. Oklahoma—J. R. Jacobs. Oregon—M. A. Miller. Pennsylvania—J. M. Guffey. Rhode Island—G. W. Greene. South Carolina—D. R. Tillman. South Dakota—Maris Taylor. Tennessee—James M. Head. Texas—R. M. Johnson. Utah—D. C. Dunbar. Vermont—J. E. Senter. Virginia—Peter J. Otey. Washington—W. H. Dunphy. West Virginia—John T. McGraw. Wisconsin—T. E. Ryan. Wyoming—J. E. Osborne. The officers of the committee are: Chairman, James K. Jones of Arkansas; vice chairman, Senator William J. Stone of Missouri; secretary, Charles A. Walsh of Iowa; treasurer, M. F. Dunlap of Illinois. This committee will meet in St. Louis Monday morning next.

NEW MEXICO AT THE WORLD'S FAIR

Next to Colorado, the greatest western exhibit at the World's Fair is carried by New Mexico, and the display from that territory is attracting the attention of the eastern world, says a special dispatch from St. Louis to the Denver News. In the matter of education the display is surprising, as the average resident of the country east of the Missouri river thinks the southern territories are unfit for statehood, owing to their deplorable ignorance. Under these conditions it is surprising to read that New Mexico sends more per capita for state institutions than any of the more thickly and better situated states. The entire display is likely to lead to some startling, and not revolutionary, changes in popular sentiment that will redound to the credit of the territory south of Colorado. Much of the credit of the display is due to Governor Owen, who has been indefatigable in



his desire to obliterate some of the false ideas concerning New Mexico that had been incorporated in many of the class books of eastern states. To begin with, New Mexico's exhibit shows a carefully graded course of instruction in the kindergarten, through the grades, high schools and colleges. The kindergarten work is excellent. The paper folding, paper cutting, raffia weaving, original design in color and stenciled carpentry, as adapted to the grades, rank favorably with other schools. The chalk model relief maps are attracting much attention for their beauty and practical value. A collection of bird skins made by pupils to illustrate the birds of New Mexico is instructive.

The exhibits from the territorial institutions for higher education are along the same lines as that shown by other state schools. New Mexico has a splendid school system, the teachers employed in the city schools, high schools, normal schools and colleges being graduates of the best schools in the land. The exhibit is a credit and well worth seeing and illustrates the efficiency of the schools. The territory maintains at public expense a greater number of institutions for higher education than any of the states, besides a number of denominational schools.

The educational facilities in all the departments are of the very best. The Mineral Exhibit. One of the interesting features of the mineral exhibit from New Mexico is the great diversity of products shown.

Nearly every important product of the mines, from coal to precious stones, are obtained within the borders of that territory, specimens of which are attractively exhibited at the mineral palace. The mineral resources of New Mexico form a most important basis for her present and future wealth. The extensive coal and iron deposits along the lines of the Santa Fe Central, the Atchafalaya, Topoka & Santa Fe Pacific, and Rock Island railways would supply the United States with these important products for many years. Mammoth blocks of coal and iron from these regions are shown at the fair, together with sulphur, salt, mineral paints, mica, asbestos, building stone, marble, onyx, copper, lead, zinc and gold and silver ores of endless variety and combinations.

The many forms of copper are particularly interesting, including large sheets of pure metallic copper, as well as the various beautifully colored specimens of the copper ores known as malachite, azurite and the oxides and sulphides. In the zinc ores are a wonderful collection, prepared by the School of Mines, showing the beautiful bluish-white and blue carbonates, with calcite crystals delicately colored with copper and other metallic tints. There are also many rare and beautiful specimens of gold and silver ores from the numerous districts of New Mexico which produce these precious metals. There are three fine private collections in this exhibit, embracing al-

most every known mineral. These are the Laidlaw economic science collection, the Abraham collection and the Hiltz collection.

Turquoise Exhibit. An unique and attractive exhibit of New Mexico turquoise is prettily displayed in snow-white trays in one of the cases of the mineral exhibits showing this beautiful blue gem stone, both polished and as it comes from the mines. New Mexico also has an exhibit of a turquoise mine and typical miners' cabin, in the outside mining gulch, showing the method of mining and also of cutting and polishing the stone and preparing it for commerce. In an underground exhibit is shown the actual geological occurrence of this gem, which is one of the most interesting features of the gulch. It is well known among the lovers of this gem that New Mexico is the finest and most extensive in the world.

New Mexico's building, while not so large, is one of the prettiest among the state buildings. The architecture is of the mission type, and the furnishings throughout are in harmony with the architectural design. Unique mission furniture and drapings appropriately embellish each room. Among the interesting articles to be seen in this building are a number of antiques of Santa Fe, showing many very rare articles used by the early Spanish and Indian inhabitants of New Mexico, as well as unique and artistic products of a more modern character.

Horticultural Exhibit. New Mexico is the only state or territory having an exhibition every day of the fair of apples grown this year. A glass jar containing eight varieties as large as pascen eggs, picked on April 23, 1904, from the 500-acre orchard at Roswell, N. M., were displayed the first day of the fair, and a new shipment will be received every fifteen days, during the exposition period, to show the early maturity of their apples.

There is also a large display of ripe apples, which have been in cold storage since last fall. They are in perfect condition showing up smooth, firm and in good color. The principal varieties are winnapi, Missouri pippin, New, Gano, Arkansas black, Jonnet, York Imperial, Stokely, J. Davis and others, apples weighing a pound each and pears sixteen ounces are New Mexico products.

The agricultural products are varied and extensive—Indian corn, kafir corn, Milo maize, wheat, oats, rye, barley, cane, broom corn and alfalfa. Some alfalfa is here shown three feet high cut May 2, 1904, and is a certain crop, producing from 40 to 70 per acre each year.

Every variety of vegetables and of fine quality are shown, including potatoes, beans, peas, beets, turnips, pumpkins, squashes, melons, onions, etc. The products enumerated reach the highest perfection being grown by means of irrigation and receiving the moisture at exactly the time needed. This, added to the constant sunshine, produces results not attained in regions depending on rainfall.

The irrigated districts of most importance lie along the Rio Grande river and its tributaries, the large area traversed by the La Plata and San Juan rivers, in the northwest part of the territory, and the great Pecos valley in the eastern section, amounting to about 200,000 acres now in cultivation and more than 1,000,000 acres fine land, subject to irrigation, awaiting settlement. Twenty acres of this land under irrigation produces more than 160 acres, where the farmer depends on rain, and each year's crop is a certainty, as water can be had when needed.

THE VICTORIOUS ORATOR

IN THE DEMOREST SILVER MED-
AL CONTEST WAS MISS MAR-
JORIE FAXON.

Last night, at the Congressional church, under the auspices of the Woman's Christian Temperance Union, there was given a most interesting program and the large crowd showed their appreciation in generous applause to those who participated. It was a musical program, interspersed with orations for the Demorest oratorical prize, and, of course, everybody was interested.

Mrs. Ralph Hill, who looked after all the details, had during the afternoon selected A. B. McMillan, J. H. Stingle and W. T. McCreight, to be the judges of the contestants, and they were present and, in accordance with the rules, occupied seats from each other and in different parts of the church, so they could not compare notes. Therefore, they had no favoritism, and awarded the prize in an impartial manner. The declaimers were Miss Sara Terrell, whose subject was "Who Struck the Blow?" Miss Elizabeth Head, "Samantha Allen and Female Suffrage." Miss Vida Johnson, "An Angel in a Saloon." Miss Ruth Goss, "While the Sabbath Bells are Ringing." Miss Carrie McClurken, "An Allegory on Woman's Rights." Miss

Mae Muggley, "The Strike Against the Saloons." Miss Marjorie Faxon, "Licensed to Sell."

Some of the young lady orators were perfect in voice, articulation, gesture, memory and general effect, and some fell a few points in one or below the given average, but all did excellent, and it was a hard proposition to decide the winners. The judges, soon after withdrawing, made their report, and Mr. Stingle, who spoke for the judges, announced that the average as taken by them declared Miss Faxon entitled to the silver medal, and that Miss Head be awarded the second prize. Miss Goss was a good third; in fact, all were very close, and not over fifteen points separated the winner from the lowest.

Miss Juanita Horton, the sweet little cherub of Mr. and Mrs. John Horton, delivered the address of welcome in all her innocence, and officiated as the living picture for Miss Vida Johnson's declamation, "An Angel in a Saloon."

Miss Birtwell, Miss Huntzinger, Mrs. Miller, Mrs. Gertrude O'Brien, and Messrs. Worth, Anderson, Gilman, Smith and Nettleton, were also on the program, and aided materially in making the entertainment such a big success.

YALE AND HARVARD READY FOR RACE

New Haven, Conn., June 29.—After several weeks of faithful preparation the Yale and Harvard crews are trained to the minute for the crowning test of their ownership on the Thames tomorrow. The city is rapidly filling with students from the two colleges, together with their fathers, mothers, brothers, sisters and sweethearts, while from near and far are rallying the old guard of alumni who will tomorrow yell themselves hoarse as they have so many times before along the historic course. The harbor is rapidly filling with yachts, and the race will be witnessed by many distinguished visitors.

The final details of the contests were arranged today. The program as laid out calls for the starting of the freshmen race at 10:30 o'clock tomorrow morning from the big bridge two miles up stream. The "varsity" four-oared crew will start from the point where the freshmen race terminates. The distance will be two miles up stream. The observation trains will then go back four miles to the head of the course, and start down stream at 12:30 o'clock over that heart-breaking stretch of four miles. Should the water be too rough the "varsity" race will be deferred until 4:30 p. m.

Among the arrivals are many old-time rowers, who predict that the races this year will not be as close as usual. Either one college or the other seems to have a decided advantage in each of the three events. Yale seems to have a mortgage on the main event of the day, the "varsity" eight contest. Harvard seems to have a good chance of winning the other Yale-Harvard races.

For fifty-two years, with occasional intervals, the crews of Harvard and Yale have battled, the rival crews having been borne during all those years by four, six and eight-oared crews. In the thirty-eight races that have been rowed in that time, since the initial contest in 1855, two points now separate the contesting universities, Yale having won twenty races and Harvard eighteen. Of the races that have been rowed on the Thames, Yale has won sixteen and Harvard seven.

During the early years of the contests the events were rowed on Lake Quinsigamond. In 1875, however, the event was held on the Thames, and with the exception of three years since that time the event has been an annual fixture and on the Thames course. Lake Quinsigamond was abandoned as the place for holding the races in 1893, and in the following year the crews met at Lake Salton-stall. The next year Springfield was chosen for the event, and after that came the Thames at New London. Early in the history of the event it was rowed over a two-mile course, which was increased to three miles in 1855. Again the distance was increased in 1875, this time to four miles, which has been the length of the "varsity" races ever since. Yale holds the record for this distance, having covered the course in 1885 in 20 minutes and 10 seconds. Harvard's last victory was in 1899, since which time Yale has had four successive victories.

Reformed Spelling Proposed. St. Louis, June 30.—The national council of education has appointed a committee to investigate plans for reformed spelling that has been submitted and report next year whether it is considered advisable for the association to lend either financial or moral support to the spelling reform propaganda.

Florida Delegates to St. Louis. Jacksonville, Fla., June 30.—Arrangements have been completed for the trip of the Florida delegation to the democratic national convention. The journey will be made in company with the Turpentine Operators.

ASSESSMENTS FOR OTERO COUNTY

SCHEDULE RETURNED MAKES
REDUCTIONS ON REAL ESTATE
AND RAISES ON IMPROVE-
MENTS.

The taxable property of Otero county, returned for assessment for 1904, by Assessor T. F. Fleming amounted to \$1,548,266. This schedule returned by Mr. Fleming was reduced by the county board—chiefly on real estate in Alamogordo—\$104,469, and raised on improvements in Alamogordo and Tularosa \$23,873, making a difference from the original returns of \$71,696 which reduces the total of the assessments returns to \$1,476,670, this being the amount of the assessed valuation of Otero county property that will go before the territorial board of equalization for final adjustment. It will be observed that this raises the amount to only \$33,873 while the reductions amount to \$104,469.

The rate last year was about \$3.69, and it is now closely approximated at about \$2.44 on the hundred. This makes a difference of 36 cents on the hundred in favor of the tax payer. If the returns of the assessor had not suffered a reduction the rate would have been lower yet and we do not know why the schedule fixed for the assessor at the March session of the county board was set aside, but presumably it was for the purpose of more nearly equalizing property valuations as that is the province of the board of commissioners when sitting as a board of equalization. However, the commissioners at the March session fixed the schedule price for all town lots in Alamogordo and Chiswick and directed the assessor to procure the return of all lots accordingly, recommending that the board at its June meeting would equalize all lots according to the March schedule.

But at the June meeting the board set aside this schedule, and equalized all town lots in Alamogordo and Chiswick, and directed the assessor to procure the return of all lots accordingly, recommending that the board at its June meeting would equalize all lots according to the March schedule. Personal property was not generally reduced in the county except that of Alamogordo Lumber company, it was reduced by the board on its saw mills, log road, logging cars, lumber in stocks, etc., to the amount of \$70,000.

Big Mormon Colony
TO PURCHASE 500,000 ACRES IN
SONORA OR CHIHUAHUA.

A dispatch from Mexico City under date of June 24, says: A report circulated here to the effect that the Mormon church would be actively engaged in the next few months in securing land in various portions of Mexico for the purpose of colonization. The assertion is made that it was recently decided to purchase a tract of 500,000 acres in Sonora or Chihuahua to be used as an extension of the colonies of Colonia Dublan and Diaz, are about completed. It is said, and within a few weeks the deeds will be ready for transfer.

In addition to these lands, it is learned that the Mormon elders have taken hold of several other land offers recently made to them. Among these are said to be large tracts of land in Sonora and Chihuahua, which it is averred, are excellent for colonization purposes and can be had for a mere song, as compared to their real value. The statement is made that the Mormon church is seeking a place for the settlement of its newest converts, so that they may not be compelled to seek homes in Utah, which is already crowded with other Mormons, whose long residence in the country forbids their change to a new country.

Dowie Returns to Zion City. Chicago, June 30.—After a trip which covered the earth John Alexander Dowie arrived at Chicago today. He sent word ahead that he would not soil his feet with the dust of Chicago and went on to Zion City without leaving his private car.

Dowie Receives Ovation. At Zion City Dowie was received with a great demonstration. The "Restored Hut," 3,000 strong, assembled at the depot to greet their leader. The city is elaborately decorated. Dowie rode in a carriage trimmed with flowers, and the children threw large bunches of roses over him and other members of his party. Dowie, his wife and son made addresses, after which Dowie went into retirement to receive reports from his lieutenants.